GEOGRAPHIC NEWS BULLETINS

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Contents for Week of May 4, 1931. Vol. X. No. 11

1. Madrid, Modern Capital of the Newest Republic.
2. Commercial Air Lines to Everywhere!
3. Cowes, Menace and Mecca for Sailors.
4. A Pilgrimage to the Louisiana Land of "Evangeline."
5. Cyprus Reports the Umber Business Good.

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TYPICAL OF THE LUXURY ABOARD A MODERN AIRLINER

Passengers on large planes of to-day have only to call the steward when they wish luncheon or refreshments. The comfortably appointed cabin carries eight persons (See Bulletin No. 2).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Madrid, Modern Capital of the Newest Republic

MADRID, capital of the new Spanish Republic, is a thoroughly modern city, fully prepared for the change from one of the oldest to one of the newest forms of government.

The Spanish capital upsets the geography student's mental picture of a typical Spanish city. For Madrid's city planners long ago built broad, straight streets where narrow, tortuous byways once ran, and low, red-roofed houses, whose eaves nearly met overhead, have given way to modern structures.

Medieval Castles Frown on Modern City

Now and then an oxcart from the rural district rumbles toward the market place; dark-eyed señoritas in mantillas and brilliant colored shawls venture in the street beside escorts with gay vests and trousers; and bullfights still are popular pastimes. But Madrid for the most part is a bit of Paris, London and New York set down on a Spanish plain within eyeshot of medieval castles, and within a hundred miles of Toledo and other more typically "Spanish" cities and towns.

Subways hum in a network of tracks beneath Madrid's streets, "cruising" taxicabs are at the visitor's beck and call, huge motor busses may be hailed to take him to a neighboring city over paved roads, and modern cars of more than fifty tram lines, with mail boxes attached, course the city streets.

Cables that carry the human voice and the tick of the telegraph key to all the capitals of Europe have recently been placed underground. An underground sewage system, and an underground water supply system, carrying sufficient water to enable street cleaners to wash down the streets several times a day, assure public health.

"Movies" and Bullfights Vie for Crowds

Shop windows, like those of Fifth Avenue, display the latest fashions from London and Paris, and radios and electrical equipment from American factories. Bobbed-haired shoppers step from Detroit-made automobiles.

When the bullfight is on, Madrid's sporting population still flows toward the ring, or toward the newspaper bulletin boards for minute by minute reports, just as Americans gather about our newspaper offices watching play by play a world's series game recorded on an electrical baseball diamond. However, the movie, with the names of Hollywood's celebrities emblazoned in electric lights and on gaudy posters, also enjoys the popularity of amusement seekers.

The "Hub" of Spain

Numerous parks and playgrounds have been laid out, new subdivisions have risen above the surrounding plains, and the city fathers are busy tearing down the old and building the new. But with all the changes, the Puerto del Sol, the hub of the city, remains the "center of everything," as it was a century ago.

One of the spokes of the "hub" leads to the $15,000,000 former royal palace. The palace yard has been for some time a public park and playground where throngs of men and women stroll, and children play games. The latter remind

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OFF FOR A ROMERIA, A SPANISH RELIGIOUS PICNIC

In contrast to the modern, bustling cities of Madrid and Barcelona the rest of Spain still is largely a land of medieval beauty and romance. This procession, outside of Seville, is made up of gaily decked oxcarts, the lumbering beasts themselves being profusely decorated. The cart contains the candle-clustered banner, which is followed by Seville's fairest señoritas, who enliven the way with songs and dancing (See Bulletin No. 1).

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Commercial Air Lines to Everywhere!

A VISITING Eskimo, a tropical Uganda native, or a South Sea Islander can now send an air-mail letter from the United States to his home land, and most of the journey will be in airplanes flying regular schedules. For air-mail services now radiate from Uncle Sam's realm to the edge of the Arctic, to the heart of Africa, and to equatorial Pacific Islands.

Announcement that air-mail lines have established regular service between Europe and the Far East, and soon may be extended to Australia, directs attention to the amazing development of an industry that dates from the World War.

Except for two gaps, the Atlantic and the Pacific Oceans, commercial air lines now belt the globe. Not only do they encircle the world, but flying postmen interlace its inhabited areas with crisscross lines and, in some cases, with parallel routes. Time-table planes carry letters, parcels, passengers and freight between the shores of all the seas except the Antarctic, and over all continents, also excepting the Antarctic.

Routes of the Flying Postmen

In all there were 172,000 miles of commercial airways in regular operation during 1930, according to a survey made by the Aeronautics Division of the Department of Commerce, and of this mileage more than nine-tenths carried air mail. The routes of the world's aerial mailmen would, if linked end to end, encircle the earth more than six times. In the United States alone 417,505 passengers, more than the population of Indianapolis, Indiana, were carried on scheduled lines. Air mail amounted to 8,324,000 pounds, the aggregate weight of eight large freight locomotives.

A world accustomed to the deliberation of railroad construction has to rub its eyes to keep pace with air progress to-day. Airways need no costly bridges, tunnels or fills. It might be said, briefly, that airway engineers draw a dotted line across the map, promoters sign on the dotted line, and, presto! a few days later planes are operating over it!

The United States, one of the first countries to have regularly scheduled air-mail service, is the holder of many "firsts" in commercial aviation. America has the greatest airway mileage within its own boundaries and it has also the greatest mileage outside its own boundaries, giving it world leadership in commercial lines by a wide margin. In Newark, New Jersey, it now has the busiest air port in the world, with eighty scheduled arrivals and departures daily. That means a time-table plane every 18 minutes during the 24 hours. America has more cities with direct air service than has any other country.

France Our Nearest Rival

American lines reaching down into Central America, the West Indies and South America, and in other scattered parts of the world, bring the United States total up to 49,000 miles. America's closest rival to-day is France, whose lines reach across Europe and Asia to Saigon, in French Indo-China, on the shores of the South China Sea, and down the coast of West Africa to Senegal, where fast mail boats connect with the French South American air systems. Under the tricolor 18,000 miles of airways were flown last year.

Germany's mileage, more than 12,000 miles, is third. Most of the German lines are confined to her own boundaries, and all of them are within Europe.

The Dutch have the longest air mail line in the world in the recently opened Royal Netherland Air Navigation Company's route to Java, in the South Seas. For 10,000 miles modern "Flying Dutchmen" hurdle deserts, jungles, mountains, plains and seas fortnightly between Amsterdam and Batavia. Affiliated Dutch companies carry the line some 600 miles farther east to Soerabaya, Java, and plans are being considered to extend it to Darwin, North Australia, linking it with Australia's own widespread air-mail system.

Three Races East

Three European nations are pushing eastward into Asia above old caravan trails which fell into disuse with the discovery of water routes to the Far East. To date the three have coöperated. The Dutch and the French use the same route, as far as Rangoon, Burma, but they run their planes on alternate weeks, and each carries the mail of the other, sharing

the American traveler of the President's front yard in Washington on Easter Monday when the White House gates are thrown open for youthful egg rollers. Other streets lead to museums and art galleries filled with artistic and historic gems.

Madrid's oldest pages of history are newer than those of its Spanish neighbors. Philip II chose it as the Spanish capital in 1560, when he sought to satisfy the various races of Spain. Sargossa was Aragonese, Burgos was Castilian, Toledo was Visigothic, and Cordova and Seville were Moorish. From a city of about 30,000 inhabitants, it has steadily grown until it now is nearly as large as Cleveland, Ohio.

Note: For additional material about modern Spain consult "Pursuing Spanish Bypaths Northwest of Madrid," *National Geographic Magazine*, January, 1931; "On the Bypaths of Spain," "In Andalusia," "Seville More Spanish Than Spain," and "Barcelona, Pride of the Catalans," March, 1929; "From Granada to Gibraltar," August, 1924; and "Land of the Basques," January, 1922. See also: "Jaca: Brown-Walled City of Sham Battles," GEOGRAPHIC NEWS BULLETIN, January 12, 1931; and "Barcelona, Restless and Flower-Decked," December 8, 1930.

Bulletin No. 1, May 4, 1931.

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EVERY PICTURE TELLS A STORY

Pictures, instead of books, appeal to certain elements of Madrid's population. Note the different types of headgear, from stiff straw hats to the bérets of the workingmen. In New York this crowd would probably be watching a subway or a skyscraper under construction!

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Cowes, Menace and Mecca for Sailors

IN RECENT weeks several of the world's largest liners have run aground in the narrow channel off Cowes, Isle of Wight, southern England. Six tugs were needed to release the *Statendam,* giant Dutch liner, in April, which stuck fast in the mud near the spot where the *Berengaria* ran aground a few days before. Tug captains in Southampton, Britain's chief transatlantic port, are always ready for a towing-call from Cowes.

Also Yachting Center

Cowes, however, is chiefly famed as a yachtsman's mecca. Late in July, England's finest craft and others from far distant ports point their bows toward the roadstead of the picturesque little sea-going town. They anchor in the Solent, or in the Medina River, whose clear blue waters are dotted with white sails when the gun goes off for the first event of the annual Cowes Regatta, ushering in "Cowes Week," August 1.

Cowes is to the yachtsman what St. Andrews is to the golfer; Wimbledon or Forest Hills to the tennis player; Madrid to the devotee of bull-fighting, and the "big league" cities of the United States to the baseball fan.

An Aquatic Broadway of Lights

Except for this annual outburst of sportsmen and merrymakers, Cowes is a quiet town with little excitement save the occasional launching of a ship from its large shipbuilding yards and a few small regattas, held under the auspices of British yacht clubs.

Cowes is splendidly located for the regatta. Built along the shore on both sides of the Medina, where that stream empties into the Solent, it has the best harbor on the Isle of Wight. In reality Cowes is two towns, named according to their location on the river banks. West Cowes, the larger and older portion, has about 10,000 inhabitants fifty-one weeks of the year, while East Cowes has about a third as many.

During the other week available living quarters are reserved while hundreds of yachts, in their holiday paint and colorful trimmings, are filled to the gunwales with merrymaking guests. By day the harbor is a sea of white canvas. At night the lights, music and laughter make the harbor an aquatic Broadway.

Old Fort a Yacht Club

Cowes owes its beginning not to a playground but to the establishment there of a military post nearly 400 years ago, when Henry VIII built two castle-like forts on each side of the Medina's mouth to defend the coast of England and the Island. The eastern castle has disappeared, but the one on the western bank now is used as a club house by the Royal Yacht Squadron, one of the world's most exclusive clubs. Among other coveted privileges, members of the squadron have the right to fly St. George's white pennant on their crafts.

A glass inclosed gallery of the club house is the grandstand during regattas,

expenses and profits. The English, flying a slightly different route, have extended their line to New Delhi, India's new capital.

The Dutch planes, starting at Amsterdam, travel across Central Europe, Istanbul, Baghdad, Karachi, Calcutta, Rangoon, Medan (Sumatra) to Batavia. The French line begins at Marseille, jumps the Mediterranean Sea to Syria, and, between Bagdad and Rangoon, duplicates the Dutch route. From Rangoon the French line continues eastward to Bangkok, Siam, and Saigon, French Indo-China. The week the French line is idle, French air mail is carried on the Dutch planes; and the week the Dutch line does not run, mail from the Netherlands is put aboard a French plane at Marseille.

The English operate independently the line that was first to reach India. In Europe this route extends from London through France and Italy to Athens, Greece, and across the Mediterranean to Cairo. It then turns eastward and follows a series of ancient water holes across the desert to Baghdad. The next stage is the same as that flown by the French and the Dutch to Karachi. Regular service on the British commercial line ends now at New Delhi, the capital of India, but an extension is projected to Singapore, Australia, and New Zealand. Another British line extends south from Cairo to Lake Victoria, in Central Africa.

British Units Listed Separately

If all the air services under the Union Jack were grouped together the British Commonwealth of Nations would be second in mileage, with some 28,100 miles. The units, however, prefer to make their own reports. The four leading divisions are: Australia, 9,000 miles; Great Britain, 8,100 miles; Canada, 7,000 miles and British Africa, 4,000 miles.

At least a dozen different companies operate commercial airways in Canada. The longest of these is the 1,800-mile route extending over the northern wilderness from Fort McMurray in Alberta to Aklavik, and Hershel Island, on the Arctic coast.

South America is completely ringed with commercial airways, with three different lines running parallel to each other down the east coast from Natal to Buenos Aires. Every country and foreign colony in the continent has regular air service.

Soviet Russia claims 18,000 miles of commercial airways in operation in the Union this year, with lines running east as far as Lake Baikal in central Siberia, and south to Teheran, the capital of Persia. An Arctic line to northern Siberia settlements along the Yenisei River has just been blazed by a plane using skis. China's airways connect several of the largest cities of the country, including Peiping, Shanghai, Hankow and Canton. Mexico's air lines reach from the United States border at Brownsville and El Paso, to Guatemala and Yucatan. Airplanes will supplement dog teams on fourteen of the twenty-five star mail routes in Alaska next October.

Geographic Has Many Airplane Articles

Note: Students interested in air mail, air surveys, and other phases of the rapidly-developing science of aeronautics will find many informative and interesting articles on the subject in the *National Geographic Magazine*. See: "Flying the Hump of the Andes" (containing the first photograph ever made showing laterally the curvature of the earth), May, 1931; "Skypaths through Latin America," January, 1931; "The Unexplored Philippines from the Air," and "The Color Camera's First Aerial Success," September, 1930; "Conquest of Antarctica by Air," August, 1930; "First Airship Flight around the World," June, 1930; "Flying the World's Longest Air-Mail Route," March, 1930; "Gentlemen Adventurers of the Air," November, 1929; "Into Primeval Papua by Seaplane," September, 1929; "On the Wings of the Wind (Gliders)," June, 1929; "By Seaplane to Six Continents," September, 1928; "To Bogotá and Back by Air," May, 1928; "Seeing the World from the Air," March, 1928; "Seeing America with Lindbergh," January, 1928; "Air Conquest," and "Navigating the Norge from Rome to the North Pole and Beyond," August, 1927; "Canada from the Air," October, 1926; "The First Flight to the North Pole," September, 1926; "On the Trail of the Air Mail," January, 1926; and other articles which may be found by consulting "Aeronautics" in the Cumulative Index of The Magazine in your school or public library.

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A Pilgrimage to the Louisiana Land of "Evangeline"

DESCENDANTS of the Acadians, who were exiled from Canada nearly two centuries ago, are making a pilgrimage to Louisiana this month to be present at the unveiling of a monument to "Evangeline," heroine of Longfellow's poem, whose real name was Mlle. Emmeline la Beche. The party of forty-seven, including a score of young women in the costumes of 1755, were entertained in Boston on their journey from Moncton, New Brunswick, to St. Martinville, La.

Now Reached by Autobus

A recent pilgrimage to Louisiana's colorful "Evangeline Country" is described by Ralph A. Graves, in a special communication to the National Geographic Society:

"Journeying by a series of autobus stages from New Orleans to Lake Charles, in the southwest corner of the State, one passes through a section of Louisiana which is redolent of romance. Here lies the Evangeline country, with its many pleasing, if seldom substantiated, stories identifying particular spots with various episodes in the Longfellow epic. This is the Teche country, settled by the Acadians after their expulsion from Nova Scotia. Felix Voorhies, a lineal descendant of the émigrés, says of it in 'Acadian Reminiscences':

"'The Acadians enriched themselves in a country where no one will starve if he is industrious, and where one may easily become rich if he fears God, and if he is economical and orderly in his affairs.'

"St. Martinville, one of the oldest towns in Louisiana, is the center of the Evangeline cult, with its Evangeline oak and its grave of the woman from whom the poet is supposed to have drawn his picture of the Acadian heroine. Hard by these spots of literary pilgrimage is a vegetable-products factory which has capitalized the Evangeline legend in the name of its sauces, its figs, and corn grown in this extraordinarily fertile region.

One of America's Loveliest Spots

"But St. Martinville suffered a setback some time ago when a motion-picture company selected Avery Island, 20 miles distant, for the bayou scenes in a pretentious film version of 'Evangeline.'

"This privately owned island, one of the loveliest spots in North America, a bird refuge and a veritable semi-tropical botanic garden, with countless varieties of azaleas and hundreds of exotic plants growing to tree-like proportions, provided a matchless setting.

"As I stood beside the leather-jerkined Basil of the poem and watched the pirogues of the other actor-Acadians slip silently through the cypress-stained waters, fringed with overhanging palms and palmettos, only the discordant bark from the megaphone of the director, echoing over the encircling bayous and through the cathedral arches formed by the gnarled branches of ancient oaks swathed in the somber draperies of Spanish moss, called me back to to-day.

"'How far is it to New Iberia, Uncle?'" I inquired of a white-haired darkey field hand on Avery Island.

"'Jes' a few acres up the road, Cap'n,' he replied. An 'acre,' some 200 feet, is a common measure of distance in this part of the world.

and the "village" green, just below, offers a splendid view of the race course. The Royal London Yacht Club is also at Cowes.

Norris Castle and Osborne House, near East Cowes, overlooking the Solent, are two of the show places of the Island. Norris Castle was occupied by Queen Victoria in her youth. Osborne House, built in 1846, was long the seaside home of the Queen. She died there in 1901. A year later, King Edward gave it to the nation as a memorial to the Queen, and it is now a home for convalescent officers.

Note: The art of sailing a ship is described and illustrated in "Rounding the Horn in a Windjammer," *National Geographic Magazine*, February, 1931. See also: "Around the World in the *Islander*," February, 1928; and "The Dream Ship," January, 1921.

Bulletin No. 3, May 4, 1931.

© *Dr. Edward Burton MacDowell*

AT THE EASTERN END OF THE LONGEST AIR-MAIL LINE

Java's *gamelan*, or native orchestra, is made up of from 8 to 15 musicians. Crude fiddles, gongs, bells, xylophone-like instruments and drums turn out a kind of East Indies jazz that is at times plaintive and weird, and again full of spirit, with much crashing of drums and gongs. Played in a minor key this music possesses distinctive charm (See Bulletin No. 2).

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Cyprus Reports the Umber Business Good

THE Island of Cyprus, a crown colony of Great Britain at the eastern end of the Mediterranean Sea, reports increased mining of umber, a brown earth containing oxides or ores of manganese and iron. Umber, when powdered, makes one of the best pigments for brown paint known. Three umber quarries are now being worked in Cyprus, which is the chief producer of the mineral. The output is 6,000 tons annually.

Cyprus can be described as an island of Greek people, Turkish customs, and British overlordship. Four-fifths of its 325,000 inhabitants are Greek Christians, and nearly all the remainder are Turkish Mohammedans. The island is about the size of Porto Rico and lies in the northeastern corner of the Mediterranean Sea, offshore from the meeting place of Turkey and Syria. In the Mediterranean only the islands of Sicily and Sardinia are larger than Cyprus.

About the Size of Porto Rico

Until fifty years ago, Cyprus had been wholly under Turkish control for two centuries. Although under British administration since 1878, and a British colony since the outbreak of the World War, Turkish influences linger. The governmental subdivisions of the island are the old Turkish ones; the laws are those of the Turkish code, with some changes; and Turkish weights and measures are still used.

Cyprus grain is bought and sold by kiles instead of bushels; olives and raisins and butter are measured by okes instead of pounds, and if you buy the beautiful handmade lace that Cyprian women make, you buy it by the *pic*, not by the yard.

Cyprus is an excellent example lesson for the forester who preaches the importance of conserving trees. In ancient times the island was noted for its fine forests. Perennial streams watered is plains and prosperity reigned. To-day the central plain of Cyprus and many of the mountain slopes are treeless save for scattered orchards. The streams are torrents, entirely dry for a large part of the year, while the washing of the soil has created marshes in some sections.

Trees Being Replaced

Under British control plantations of trees are being extended and protected from the depredations of goats. Other constructive contributions by the British are the beginnings of a sorely needed system of good roads, and irrigation works, and improvement in educational facilities.

Cyprus and copper are synonymous. In ancient times the island was famous as the best-known source of the red metal that made the Bronze Age possible. But whether the island was named for copper, or copper for the island, remains one of the mysteries of history. What is left of Cyprus' copper ores is not rich, but an American company works the mines and removes considerable quantities of the mineral. This, and a British company mining asbestos; the umber diggings; a silk reeling plant; and several cigarette factories constitute the island's industrial plants. The only railway is a narrow-gauge affair about 75 miles long extending across the island from east to west.

A great deal of the work of Cyprus is done by women. They work in the fields and even break stone and help build highways as well as make lace and embroidery in their homes.

The men have a distinctive costume—a straw hat with a mushroom brim, a plain shirt sometimes with a jacket, voluminous Turkish trousers whose seats are tucked into their belts for cross-country walking, and heavy leather boots with

"New Iberia is one of a group of towns in southern Louisiana, including Lafayette, Franklin, and Thibodaux (birthplace of the late Edward Douglass White, Chief Justice of the United States), which not merely *exude* 'atmosphere' but which have a substantial commercial life.

"Much of New Iberia's prosperity is traceable to its fur trade, to its neighboring salt mines, and to the world-wide popularity of a certain brand of red-pepper sauce (tabasco), whose name has been adopted into the language as a synonym for the ultimate in things hot for the palate. The peppers for this particular brand are grown on a field of 700 acres. They are never cooked, but are transferred from the pickers' baskets to barrels, where they ferment for two years; then the juice is drawn off in those familiar little bottles with green labels which decorate every table in America where oysters are served on the half-shell."

Note: See also: "Louisiana, Land of Perpetual Romance," and "Flecks of Color in New Orleans and the Fertile Fields of Louisiana," *National Geographic Magazine*, April, 1930. For supplementary reading about the Canadian Land of Evangeline see: "Nova Scotia, Canada's 'Way Down East,'" in the GEOGRAPHIC NEWS BULLETIN, March 2, 1931.

Bulletin No. 4, May 4, 1931.

© *Ewing Galloway*

YOU MUST HAVE A GOOD SENSE OF BALANCE TO CUT TIMBER IN THE SWAMPS OF THE EVANGELINE COUNTRY

Because cypress trees grow in fairly deep water Acadian (Cajun) lumberjacks pull their saws or swing axes while standing in dugouts or pirogues. So expert are they, however, that they almost never upset their boats. Few lumberjacks outside of the Louisiana bayou region could do the trick. After the trees are cut the logs are tied together into rafts and towed to the sawmill.

their tops turned down and tied above the calf. The Moslems wear a 'kerchief with lace flower fringes about their red tarbooshes, and pink and orange shirts, blue trousers and purple stockings.

Cyprus has known more alien governments even than Palestine. It was under Egyptian influence a millennium and a half before Christ, then successively was controlled by Greeks, Assyrians, Greeks and Phoenicians, Persians, the Ptolomies of Egypt, Rome, Byzantium, Arabs, Crusaders, Templars, the House of de Lusignan, the Venetian Republic, and Turkey. In 1878 Great Britain took over the administration of the island but recognized Turkey's sovereignty, and paid an annual grant to the latter country. After the beginning of the World War Great Britain proclaimed Cyprus to be a British colony.

Note: For additional pictures and data about Cyprus consult "Unspoiled Cyprus," *National Geographic Magazine*, July, 1928.

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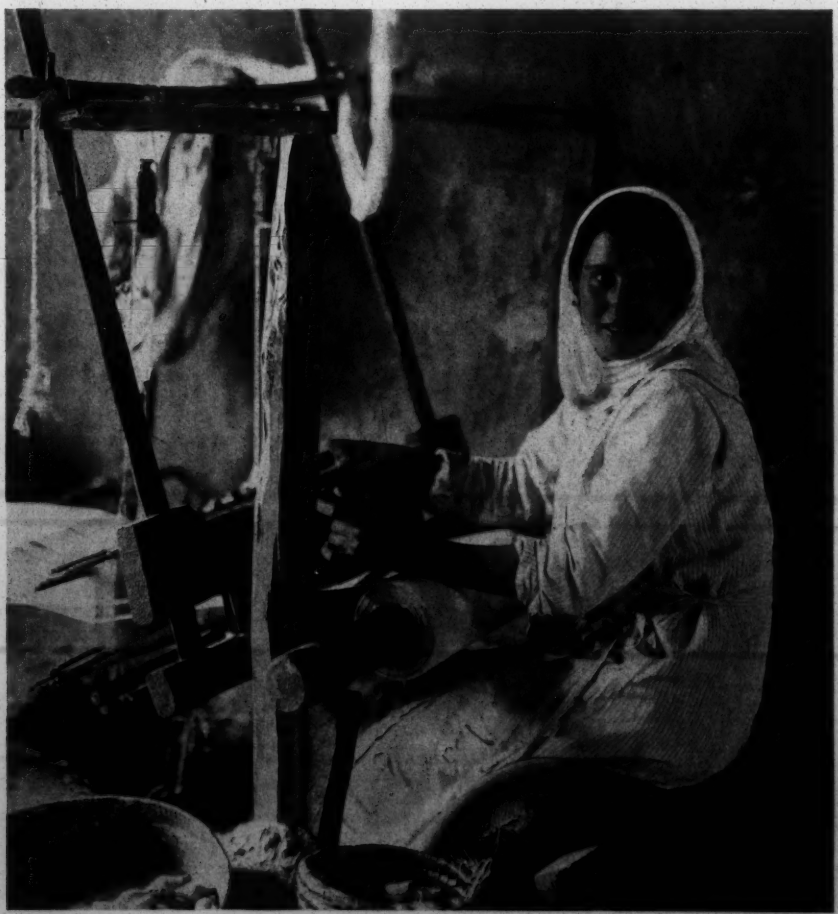

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CYPRUS HAS ALWAYS BEEN FAMOUS FOR FINE FABRICS

This young lady is helping to maintain a tradition handed down from the Middle Ages. Even to-day the woven silks and cottons of this Mediterranean island are prized in Europe. Home-made vegetable coloring matter has, as elsewhere in the world, largely given way to imported aniline dyes. The primitive loom is doubtless the same one that was used by this girl's grandmother, and her grandmother before that.